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THE GOVERNOR.

HONGKONG OFFICE: 10A, DES VOEUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 25th, 1914.

According to the last number of *Eastern Engineer*, a very important opportunity for promoting British interests in China now presents itself in the attempt that is being made by the authorities of the Peking University to make the engineering branch of the curriculum thoroughly efficient so that the Government will be able to draw a supply of native experts from among the graduates of the institution. Some years ago it would not doubt have been objected that it was bad policy to encourage such a movement, as it would only mean that the lucrative post open to European engineers in China would be given to Chinese instead, but it has long been apparent that whether Great Britain assists or not, this tendency will have its way, and that the alternatives to active British assistance will be either the employment of inefficient native "experts" (as in the case of the Chekiang Railway) or that students will proceed to Japan or the United States for the training that is not to be procured nearer home, and then will come back imbued with Japanese or American ideas. The tradition of British participation in the training of Chinese engineers was exhibited first at the Tang-shan College, but it is in the Hongkong University that it has been most fully developed. Here we have a most valuable asset in the shape of an engineering school equipped entirely with British plant; it is, however, only to a limited extent that it can touch Northern China, where there exists—or existed—a couple of months ago—a rival German organization in the shape of the model dockyard at Tsingtao, where Chinese students were trained on German lines, learned the German language, and were accustomed to the use of German machinery and methods. This can be crossed out of the account now, but it is equally important to replace it with an organization favourable to Great Britain, and for this the determination of the Chinese Government to place the engineering school of the Peking University on an efficient basis

provides a golden opportunity. A representative of the University is to visit Great Britain with the object of securing the co-operation of manufacturers in providing the institution with a representative collection of samples and models illustrative of every branch of engineering activity. It is scarcely necessary to recall how much the equipment of our own University in this particular direction owes to the generosity of manufacturers, who have supplied it with so full a collection of apparatus of all sorts, and we have no doubt that donations on a similar scale to the Peking University would soon prove a remunerative investment. "The early Japanese engineers," says the handbook of the British Engineers' Association, "were not only thoroughly imbued with a predilection for British plant, but their engineering education was all absorbed on British lines. The intimacy between the Japanese student and the British professor not only accentuated that leaning towards British products in the early days, but its influence has continued even to this day. In China matters are on quite a different footing. Foreign Governments have been forcing the Chinese to accept, as advisers, instructors, and professors, men of their respective nationalities, with the result that China is inundated, often against her will, with foreign advisers whose influence is entirely anti-British." There is, perhaps, an element of exaggeration in this last sentence, but all the same no one can claim that the British position in China in this respect cannot be improved, and if in all the engineering schools in China a British atmosphere can be cultivated, much will have been accomplished towards the realization of this end. In a recent report, His Majesty's Commercial Attaché at Peking warned British manufacturers against the danger of allowing American rolling-stock to come into general use on China's railways, on the ground that as, in industrial undertakings, like attracts like, the introduction to any considerable extent of a new type would result in "altering the existing favourable conditions to conditions unfavourable to British industry." This argument applies far more forcibly to the equipment of the engineering department of China's universities and colleges, for men naturally prefer to employ the machines to which they are accustomed and in the use of which they have been trained. If British manufacturers do not show sufficient eagerness to help China in this respect, the chances are that the plant in the universities will be American. This forward move in the Peking University offers an opportunity that may never recur, and it is certain that any outlay would reap an ample return in the future.

The P. & O. S. N. Company's steamer *Salsette* with the Homeward mails for Europe will leave Hongkong at 4 p.m. sharp to-day (Friday, the 25th September), instead of on Saturday as previously advertised.

Major George P. Ahern, Director of the Bureau of Forestry in the Philippines, has resigned his position and will return to the United States. Major Ahern has been connected with the insular government ever since its organization.

The *Indradra* (Messrs. Shewan, Tomes & Co., agents), which is advertised to sail for New York next month, is to go *via* the Panama Canal. This will be the first steamer from Hongkong, we believe, to make the voyage to New York by that route.

Mr. George Grimbale, who is temporarily acting as organist of St. John's Cathedral, is announced to give an organ recital at the Cathedral on Tuesday next at 9.15 in aid of the Prince of Wales' Fund. The Cathedral Choir and other local vocalists will assist.

Sister Austin of the Government Civil Hospital has reported to the police the loss of a handbag containing a gold watch and gold necklace, money to the extent of \$80 and a cheque for \$8.60. The total value of the lost property is \$206. It was taken from her room at the Sisters' Quarters on Wednesday.

The purser on the *Atsuta Maru* has reported to the police that whilst the vessel was lying alongside Kowloon wharf, some person stole from a first-class cabin, a metal watch and gold chain valued \$83, a gold Japanese seal attached, valued \$15, also a gold watch with platinum chain valued \$250, and \$280 in money.

A meeting was held in the Chinese Chamber of Commerce on Wednesday at which it was decided to raise subscriptions among the Chinese for the Prince of Wales' Relief Fund. The meeting was presided over by Mr. Lau Chi Pak. Up to the present no less a sum than \$20,000 has been collected and promised.

While Mrs. Edwards, 2, Granville Avenue, Kowloon, and her daughter were crossing the vacant piece of ground near the Post Office, Kowloon, about 7.30 p.m. on the 23rd inst., a Chinese snatched from her hand a Japanese leather purse containing various articles and a small sum of money. The thief ran away in the direction of Blackhead's Point.

THE WAR.

[THROUGH REUTER'S AGENCY.]

THE STRUGGLE IN FRANCE.

SEVERE FIGHTING STILL CONTINUES.

London, September 23rd.
6.05 p.m.

A *communiqué* issued at Paris this afternoon says: Our Left Wing advanced to the region of Lassigny where severe fighting occurred. There is no important change on the Centre between Rheims and the Meuse.

The enemy attacked violently in the Woivre, north-east of Verdun and in the direction of Mouilly and Compiègne, but the attacks were repulsed.

South of Woivre the enemy holds a line from Richecourt to Lironville, but has made no progress.

The Germans in Lorraine and the Vosges have evacuated Nomeny and Arracourt.

London, September 24th.
4.30 a.m.

A Paris *communiqué* issued at 11 o'clock in the evening stated that the battle of the Aisne was largely in the nature of a fortress warfare, similar to the operations in Manchuria and intensified by the exceptional power of the artillery. Hence, progress was necessarily slow, sometimes only a half to one kilometre daily.

3.10 a.m.

A *communiqué* issued in Paris at 11 o'clock says that the situation is unchanged.

ZEPPELIN APPEARS AT ANTWERP.

4.30 a.m.

A message from Antwerp states that a Zeppelin appeared over the outer forts on Tuesday night but was detected by searchlights and retired.

SMALL BELGIAN FORCE ROUT 2,500 GERMANS.

4.30 a.m.

A small force of Belgians, aided by an armoured train, routed 2,500 Germans with heavy losses.

"WHEN YOU DESTROY THE TEMPLES OF GOD—"

4.30 a.m.

The Rome newspapers state that the Pope has telegraphed to the Kaiser deploring the damage done to Rheims Cathedral, and saying—"When you destroy the temples of God you provoke the Divine ire, before which even the most potent armies lose all power."

The Vatican refuses to confirm or deny the above.

THE TORPEDOED CRUISERS.

ABOUT A THOUSAND MEN SAVED.

London, September 23rd.
5.05 p.m.

An official statement regarding the loss of the three cruisers *Aboukir*, *Hogue* and *Cressy*, is eagerly awaited, especially as the narratives of survivors are most conflicting, some saying that minutes elapsed and others hours between the different sinkings.

The number of submarines engaged in the attack are variously estimated at from three to twenty.

It appears that about a thousand men were saved. Sailing ships which are becalmed have some others.

CASUALTIES AMONG OFFICERS.

An official statement of the saved includes Captain Drummond and Commander Sells of the *Aboukir*, Commander Bertram Nicholson of the *Cressy*, and Captain Wilmet Nicholson and Commander Norton of the *Hogue*.

The Admiralty list of officers shows that eighteen of the *Cressy's* officers are dead, including Captain Johnson, and thirteen were saved.

Of the *Aboukir's* officers, seventeen are dead and fifteen saved. Eight of the *Hogue's* officers are dead, and twenty-three were saved.

London, September 24th.
4.30 a.m.

The German Consul at Amsterdam states that submarine *U 9* has returned safely to a German port.

[This is probably one of the submarines which took part in the raid on the three cruisers.]

LATER.

A message from Amsterdam states that the Germans say that the *U 9* alone sank the three cruisers, and it was unknown whether the submarine was safe.

The names of the crew of twenty will be published.

BRITISH NAVAL AEROPLANE RAIDS.

BOMBS DROPPED ON ZEPPELIN SHEDS IN GERMANY.

London, September 23rd.
1.55 p.m.

An Antwerp telegram reports that five British aeroplanes raided the Zeppelin shed at Cologne. Three bombs were dropped from a distance of 1,500 feet. When the aeroplanes perceived that the shed was aflame they returned to the starting-point. One descended in Belgium and an armed motor-car went to its rescue.

An Amsterdam telegram says that an aeroplane dropped bombs on the Zeppelin shed at Dusseldorf. The *Dusseldorfer Zeitung* says a few windows of the shed were broken.

5.55 p.m.

The Official Press Bureau states that the Admiralty announces that British Naval aeroplanes attacked the Zeppelin shed at Dusseldorf. The conditions were difficult owing to mist. Flag-Lieutenant Collet dropped three bombs on the shed from a distance of 400 feet. The extent of the damage done is unknown. Flag-Lieutenant Collet's aeroplane was struck by a projectile, but all returned safely.

The incident shows that if further bombs are dropped on Antwerp or elsewhere reprisals can be adopted almost to any extent.

THE MORATORIUM TO END.

London, September 23rd.
9.55 p.m.

The Government, after consultation with various interests, has decided that the time has arrived for ending the moratorium as soon as possible. There will be no further extension of the moratorium as regards bills of exchange and retail debts. As regards other debts there will be an extension of one month.

[THROUGH REUTER'S AGENCY.]

"EMDEN" AGAIN ACTIVE.

FIRES UPON MADRAS.

London, September 24th.
11.05 a.m.

A message from Madras states that the German cruiser *Emden*, at 10 o'clock in the evening, fired nine shots into the city, hitting the telegraph office, a seamen's clubhouse and some trucks in the harbour. Two oil tanks are ablaze.

Upon our guns replying the *Emden* disappeared with lights out. Two Indians and a boy were killed.

The public were perfectly calm, their attitude being admirable.

RUSSIAN SUCCESSES.

London, September 24th.
4.30 a.m.

Prior to the storming of Jaroslav the Russians captured an armoured train and quickfiring, south of Przemyśl. They also carried a strongly fortified line, equipped with heavy artillery and searchlights, on the river San.

IN CLOSE TOUCH WITH GERMAN FRONT.

LATER.

The rapidity of the Russian advance in Galicia is shown by the official announcement which states that the Russian troops have reached Wislok and are close to the Hungarian frontier. The operations at Przemyśl are successfully developing.

The Russians are in close touch with the German front, but there has been no fighting.

SUPREME COURT.

Thursday, September 24th.

IN SUMMARY JURISDICTION.

BEFORE MR. JUSTICE HAZELAND, PUSINE
JUDGE.

A QUESTION OF LIABILITY.
Judgment was given in the action brought by Der A Wing & Company against the City Printing Company, Ltd., to recover the sum of \$38.68 for stationery supplied.

Defendants denied liability, stating that the debt was incurred by the City Printing Company, a private concern whose business the limited company bought. Plaintiffs produced a letter admitting liability written by defendants' late manager, A. R. Ellis.

Mr. Justice Hazland in his judgment said that on the evidence he was not satisfied that the witness A. R. Ellis was authorised by E. E. Ellis, the managing director, to write the letter admitting liability. As to whether this letter constituted an estoppel his Lordship, after quoting authorities, said although A. R. Ellis signed the letter as manager only, he was of opinion that this did not bind the company by way of estoppel. He had no legal right to make these representations. Judgment was given for defendant with costs, costs of second day's hearing to be paid by defendant.

CLAIM FOR WRONGFUL ARREST.

Mr. Justice Hazland also delivered judgment in the case in which Jose Maria Xavier, mercantile assistant, of 25 Mosque Street, claimed from G. Martini and Giovanni Adolphus Bena, of King's Building, his former employers, \$1,000 for wrongful arrest.

Plaintiff who was represented by Mr. C. A. S. Russ (Mr. J. H. Gardiner's office) alleged that assault and false imprisonment was committed on him by the first defendant's manager, the second defendant acting in the scope of his employment as aforesaid, on May 5th, 1914. Plaintiff also claimed his costs of action.

Mr. R. C. Faithfull defended, and alleged the larceny of certain documents by plaintiff. His Lordship's judgment was as follows:—With respect to the question of reasonable and probable cause, even accepting the evidence for the defence as being correct, there was the absence of the requirement necessary to constitute the offence of larceny, namely, *animus furandi*. There was also a claim of right by the plaintiff. This is also a complete answer with respect to a charge of larceny. I wish also to mention the case of Hall v. Booth, 3 N. and M., in which it was decided that a private person cannot apprehend another upon a suspicion of felony for the purpose of taking him to the place where the theft was committed in order to ascertain whether he was the thief. Taking all the facts and circumstances into consideration I propose to award plaintiff the sum of \$200 by way of damages.

Judgment was entered for plaintiff for \$200 and costs.

CLAIM FOR THE RETURN OF SECURITY MONEY.

Lo Sun Pang, a merchant carrying on business at 134 Jervois Street brought an action against Felix Lorria for the return of \$936.68, the balance of a sum of \$1,000 deposited with defendant as security under an agreement in writing dated May 2nd, less the sum of \$143.32 for goods supplied by the defendant to the plaintiff. Plaintiff also claimed \$250 damages for breach of the said agreement, and costs of the suit.

Mr. C. Willson, of Messrs. Stephens & Wilson, appeared for the plaintiff, and defendant, who carries on business as Hill Bergdahl & Co. at Cross Lane, Wanchai, was represented by Mr. Preston, of Johnson, Stokes & Master.

Mr. Preston applied for an adjournment. He did not understand that the action was coming on to-day and consequently defendant was not present.

His Lordship remarked that these mistakes, which he could not understand, caused him great inconvenience. Mr. Preston apologised, and added that a proposal of settlement had been made that morning, and he wished to consult Mr. Willson upon it.

His Lordship allowed the case to be adjourned.

G. Martini, import and export merchant, of King's Buildings claimed against the same defendant for \$372.68 for goods sold and delivered.

Mr. Faithfull, representing plaintiff, informed his Lordship that defendant, through Mr. Preston, had consented to judgment. Plaintiff had agreed to take back certain of the goods, and to take instalments for the balance of the account. Judgment was accordingly entered for plaintiff with agreed costs \$30.

THE FRENCH CONVENT.

On account of the sad circumstances of the war, the Rev. Mother Superior of the French Convent has decided not to hold the annual bazaar at the City Hall this year. A large quantity of useful and fancy work has been made by the orphans, and in order to sell this an exhibition and sale of work lasting for one week, from 19th to the 25th of October, will take place at the Convent, Wanchai. The Reverend Mother Superior begs to invite all those in the Colony who have hitherto been so kind as to patronize the annual bazaar, to help the sisters in their good work. The orders for work are very scarce at present, and the Convent has still to maintain from 300 to 400 poor. The presence of kind friends will be all the more appreciated just now, for while they are participating in the relief for the distressed in Europe they will be purchasing a few articles at the sale, help the Convent to maintain its work of charity. Lady May has kindly consented to open the sale on Monday, October 19th.

NEW FIRE ENGINE FOR MACAO.

A preliminary trial was held at Kowloon yesterday of the new "Shand Mason" 24 h.p. steam fire engine ordered by Messrs. Wm. C. Jack & Co., Ltd., for the Government of Macao. This engine is one of the latest type with the most modern improvements, including patent oil fuel apparatus fitted to the boiler. Steam can be raised from the cold water in less than ten minutes, and the capacity of the pump is three hundred gallons per minute, throwing a jet to the height of 150 feet. The carriage is fitted either for horse or engine traction and has two powerful brakes, so that the engine can be used with safety on the steep and winding streets of the city of Macao.

SEIZURE OF OPIUM ON A SAMPAN.

Mr. R. O. Hutchison, Superintendent of Imports and Exports, prosecuted one Cheung Fu-cho at the Magistracy yesterday for being in possession of 890 taels of prepared opium and for offering a bribe of \$415 to two Chinese revenue officers. The opium was stated to be worth \$5,280. It appeared from the evidence that a Chinese revenue officer received information that there was opium on board a sampan lying at a bamboo pier, opposite the French Hospice. The officer, accompanied by another, engaged the sampan to take them out into the harbour, and shortly after the sampan had cast off, the officers began their search for opium. Evidence was given as to finding it, and as to prisoner, who was in charge of the sampan, offering the bribe to them if they would not arrest him. This money, which was found to amount to \$415, was actually handed to one of the officers.

Mr. Leo D'Almada e Castro, who defended, cross-examined the revenue officer, who denied that he found the money in a box, and further denied that his object in putting it in the sampan was to search for defendant's money. The case was adjourned till Wednesday next.

Mr. D'Almada said he would prove conclusively that the opium was put on board by a passenger.

Mr. Hutchison mentioned that the opium in question was not Government opium.

NOTES FROM PEKING.

[FROM OUR OWN CORRESPONDENT.]

PEKING, September 25th.
LEGATION QUARTER TRANSFORMED.
There is an unusual air of quietness in the Legation Quarter. Business is almost at a standstill. French and German houses are keeping up appearances as if nothing had happened to dislocate business. Naturally there have been considerable changes in regard to the population of the Quarter itself. The Austrian, French, and German guards have been reduced, but quite a number of French reservists are here waiting orders, while the Gloucesters are expected to move out to-day or to-morrow. The German barracks are now occupied by women and children from Tsingtau, and the shouts of children at play now ring out where formerly resounded the tread of armed men. Even in the trying circumstances in which the refugees find themselves, there is still sufficient attention to the practical to inaugurate a school for the children.

PART OF THE CAMPAIGN.
An incident which makes it difficult to regard our German friends as not so honest as they used to be has been made public this week through the agency of the Japanese Legation. On the 21st August the German Charge d'Affaires informed a foreign correspondent by letter that the Japanese had threatened to make prisoners the Germans in Mukden, and accordingly he had instructed the German Consul there to withdraw and avoid trouble. On the 22nd August the acting German Consul at Mukden informed the Japanese Consul at Mukden that acting under instructions he had asked the American Consul to look after German interests there, but next day he wrote to the Japanese Consul withdrawing his previous letter and intimating that he was remaining in Mukden. It was reported in the foreign and Chinese Press that the Japanese had expelled the German Consul from Mukden, the object obviously being to inflame Chinese opinion against Japan. I have read the letters, and the accuracy of this statement can be vouched for.

MONGOLIAN AFFAIRS.
The Tripartite Conference on Mongolian Affairs has opened this week at Kiaochow, and Mr. Larsen, the Mongolian Adviser to the Chinese Government, has agreed to cancel his contract with the Government on payment of full salary for the unexpired portion of the agreement. These two facts should be considered together. Mr. Larsen, as the greatest authority on Mongolian affairs, was not quite a *persona grata* with the Russian authorities, and his elimination is undoubtedly due to their influence. Whether China will be as complacent at the Conference itself remains to be seen, but a satisfactory settlement of Mongolian problems at this time is greatly desired.

RAILWAY SUGGESTIONS.
The popularity of the Western Hills as a summer resort has led to the suggestion that a light railway should be constructed to facilitate communication between the capital and that interesting locality, thus providing a convenience for residents and at the same time developing the tourist possibilities. As the scheme would not be a costly one, it might be considered when the present period of financial stringency is ended.

THE MONEY PROBLEM.
It is the orthodox view that the bankruptcy of China is imminent, but we do not hear so much about dismemberment now that the Powers are otherwise engaged. There are predictions that the Government cannot hold out much longer for financial reasons, but China seems to delight in disappointing her critics and confounding the prophecies. Money sufficient for present needs is in hand, the internal loan is being well taken up, and if the worst comes to the worst there is a persistent belief that America will not withhold the necessary financial assistance.

Referring to the domestic loan, it is reported that 14 millions of the 18 million dollars has already been subscribed. The subscriptions may not have been all together voluntary, but still they have been received, and the Government is already met in encouraging the authorities to contemplate the flotation of another loan of 30 million dollars. But it is doubtful if the people will stand another loan raised in the same way.

No sources of revenue are being ignored. Meritorious citizens will receive decorations in future will have to pay for them. The top figure for the decoration is \$30 and the lowest \$5.

MAGISTRATES' CANDIDATES.
Over 1,400 candidates sat for their first examination for the post of magistrate on Monday, and their knowledge of republican and national law tested. But examination tickets are just as common in the East as the West, for it is recorded that 30 candidates had to be expelled for having no reference in their possession.

A NEW FASHION.
When the President declared that no present was to be sent on the occasion of the wedding of his son, he got a fashion which is being followed by the Ministers. The brother of Liang Shao Yi is being married, and the Director of the Salt Gabelle has announced that no gifts are to be sent, and Dr. George Mark, the Vice-Minister of Communications, has made a similar announcement in respect of the marriage of his daughter.

THE ARM-CHAIR HERO.

A PERSON TO IGNORE.

He is really not impressive to look upon; a mixture, you surmise, of Commerce and Churchwardenism, somewhat rotund, with a very weak face and mouth, and an equally dim resemblance of a neck. There is a general suggestion of flabbiness and frogginess, the creations of a drawing-room life, about his whole being. Yet he is smiled upon by some, and referred to in quite gentlemanly terms by others. To the world at large, the big unthinking nonchalant world, which can listen to him, he is even put down as being somewhat of a high brow, a general intellect in fact, because he expresses presumably quite scholarly opinions upon every conceivable subject under the sun. Personally I detest him; he is a fraud, he is the personification of vacuum—well, if I possessed Mark Twain's delightful pen liberties I could produce heaps of such names for him. And why?

It is because this fussy individual—out of sympathy we let him relieve himself of heaps of his bathos and close our ears—is now filling that despicable rôle of the arm-chair hero. Perhaps all will not fully realise the complete degradation of such a rôle. I will explain.

Within a week of our being so suddenly precipitated into this terrible war, when our brother Englishmen, because they were Englishmen, were bearing the brunt of the devastating and death-dealing work of overwhelming forces, and when many of them had fallen, alas! never to rise again, matters were naturally being talked over with due serious sadness by those who were acquainted with war and its horrors. Yet, reclining, with what grace his ample figure would allow, in a huge upholstered chair, puffing at a cigar in proportion to the smoker, and with a small crowd of those people who passively assent to anything around him, was the fussy one of the Commerce and Churchwarden hybrid. I caught snatches of his address from my obscure position in the smoking-room. "Now what I should have done . . . Of course French may be quite a good sort of chap in his way, but . . . Look at the position of these forts, and then . . . Of course it's deuced hard lines these poor Tommies being shot down like this, but there it's war you know, it's war (an absurdly sheepish roll of the eyes), and the best of Generals make mistakes. . . Now if I . . . Then he made some remarks about Volunteers and Reserves and there was a weak and sickly general laugh. It sounded as such to me. I had had sufficient for my peace of mind by this time, and to prevent myself creating a scene strolled into the soothing atmosphere of a moonlight night. Subsequently I made inquiries about this mighty atom and found that all my anticipations regarding him were correct. He had never been within hundreds of miles of active service, in fact he has never donned a military uniform of any kind, and in one or two tight corners he has been known to look very unhappy.

I think of this corpulent humbug filling his big comfortable chair each evening, smoking his large cigar with a complacency which is almost annoying, taking gentle but frequent nips at his special brand, and intermittently giving his opinion of what should be done at the front. Then my thoughts wander to those far-off battlefields where the best of England's stock are fighting—some their last fight—but all filled with that wonderful spirit which admits of no defeat, each one ready to make the sacrifice when the time comes. And the utter insignificance of the one thought-picture is blurred and finally obscured by one which, though sad and heart-breaking, possesses scenes which stir one's pride at the knowledge that he belongs to a country which produced brave men such as those I see fighting, and falling, yet steadily moving forward.

Need I ask you to ignore this arm-chair hero, to "cut him out"? It is at such times as these that his fatuousity has full rein; he has all the heads of the Army and Navy to pick to pieces, he, in his own narrow and childlike way, has talked himself into the belief that he has the proper conduct of the war upon his soft shoulders, and you may be led away by him. But beware! Fortunately, up to the present any happenings at the front have not given the arm-chair hero the opportunity—an opportunity he is always very keen about—of saying, "I told you so." Of course, being quite ignorant of his subject, he is always very wide of the mark, but he is a very aggravating person all the same, and one, also, whom we have all met. He is not an individual. They abound, I am sorry to say, but do not provide the audience for them. Whenever such persons are talking, let them be isolated and enjoy their own absurd and thoughtless ideas. In time they may then be able to realise the sad and serious side of war, and speak of it with reverence; for in speaking of war, let us remember that we are speaking of the brave dead as well as the brave living.

C.R.

WAR NEWS.

ITALY ARRESTS GERMAN CONSUL.

SAID TO HAVE BEEN INCITING "HOLY WAR" IN MOSLEMS.

LONDON, September 25th.
Telegrams from Milan state that consular officers of the German Consulate in Tripoli have been discovered stirring up the Moslems to a Holy War. The German Consul has consequently been arrested by the Italian authorities.—*Asahi*.

GERMAN ARMS FOR THE BOERS.

LONDON, September 25th.
Large quantities of arms and ammunition have been imported recently into German South West Africa, with a view to arming the Boers. The latter, however, have given proofs that they intend to remain loyal to the Empire.—*Asahi*.

AMERICAN BANKERS RAISING \$100,000,000.

A Washington telegram to the Manila papers says:—Bankers here are making an effort to raise \$100,000,000 in order to pay off their European obligations.

THE TRAINING OF THE NEW BRITISH ARMY.

The training of the soldier, says the *Times* Military correspondent, is to occupy six months, three of which will be occupied by recruit drill. The first week's drill will take place at the depot. There will be ten weeks of physical drill, sound drill, musketry, fitting equipment, extended order, night work, route marching, outposts, entrenching, bayonet fighting, platoon drill, and many lectures. Then follows company training for five weeks. Then comes battalion and brigade work, and finally a week's divisional exercises. Lord Kitchener insists on good shooting, and he allows time to this from the day the man joins. Whilst a recruit he will have 12 hours a week at shooting, and never less than six during the later periods of training.

WHY GERMANY RESPECTS HOLLAND.

As the result of the Belgians' successful defence of Liège, the passage of the Meuse remains obstructed, and thus three or four German army corps which are apparently waiting to cross near the Dutch border, are held up. That Germany, under the circumstances, may violate Dutch territory is suggested. This, however, is considered unlikely, because of the immense importance to Germany of Holland's neutrality, as affecting food supplies.

Even in normal times a very large proportion of Germany's imports enter by Dutch ports, and now the trade that formerly entered through Hamburg might easily be transferred in part to Rotterdam, which affords a far more direct avenue to industrial Germany than the famous German port. There is nothing to stop American, Canadian, and Argentine grain from being consigned in vast quantities to importers in Rotterdam, so long as it is carried in other than German ships, and these Dutch importers cannot be prevented from transhipping this grain at once into barges and sending it up the Rhine.

It is a matter almost of life or death to Germany that this open gateway for food and trade should not be closed, and it is doubtless solicitude on this account that explains to a large extent why the Germans have been so careful not to violate Dutch territory.

BRITAIN'S FIELD FORCE.

COMPOSITION OF ARMY SENT TO BELGIUM.

NEW YORK, August 17th.
English papers received here to-day give details of the composition of the British Expeditionary Force under command of Field Marshal Sir John French. The field force is composed of three army corps, each comprising two divisions, and there is an extra cavalry division under the command of Major-General Edmund Allenby.

Each Army Corps is formed of twenty-four infantry battalions, of about 1,000 men each on a war footing, six cavalry regiments, eight batteries of horse artillery of six guns each, eighteen batteries of field artillery of six guns each, two howitzer batteries, and troops of engineers, signal corps, Army Service Corps and other details.

The British field force therefore should have seventy-two infantry battalions, eighteen cavalry regiments, twenty-four batteries of horse artillery, with 144 guns, fifty-four batteries of field artillery with 324 guns, six howitzer batteries and the usual details, according to the latest British list issued at the end of July.

The first Army Corps is commanded by Lieut.-General Sir Douglas Haig, the third by Major-General W. P. Puttney, and the second was led by Lieut.-General Sir James Grierson, who died suddenly to-day and has been replaced by another general.

[General James Dorrin was appointed to succeed Sir James Grierson.]

THE WAYS OF SOCIETY.

It was towards the end of the season, and London was emptying fast, when the lessee, proprietor, and sole responsible manager of an East End music-hall requested the usual courtesies from the manager of the fashionable Empalmdrome. "Not much of an 'ouse 'ere to-night," observed he of the East, as the two managers chatted together at the back of the stalls. "No," responded he of the West. "You see, most of my stalls audience are away on the Continent, or in Scotland at this time of year." "I understand, yes," nodded the East-Ender. "Just like my blighters—they've all gone oppin."

THE HUMAN SIDE OF THE WAR.

AFTERMATH OF MISERY AND TRAGEDY.

The human side of this terrible war is not to be evaded. The inhumanity of it forces itself on our attention at every hand. Here are some glimpses of what it means in terms of men and women and their suffering.

LOSSES IN HUMAN LIFE.
"The die is cast. The great European struggle which the nations have so long struggled to avert has begun," says the *Times*. "These events mean that Europe is to be the scene of the most terrible war that she has witnessed since the fall of the Roman Empire. The losses in human life and in the accumulated wealth of generations which such a contest must involve are frightful to think of."

IN PARIS.
"One sight of the city," said a lady who had just come from Paris, "was sufficient to convince me that the sooner we were out of it the better. Paris, when we left it this morning, was a city of weeping women. Otherwise it was quiet enough; but the sight of those tears was heart-wringing. What it all means, God knows. I was never so moved in all my life," she said to the *Daily News*.

PARIS DISORGANISED.
"England can hardly realise what mobilisation means in a country where, under Conscription, practically every man has a place under the colours in an emergency like this," writes Ernest Smith, of Paris, in the *Daily News*.

"One after another the trains were stopped; there was nobody to work them. The motor 'buses' went straight to their garages to be handed over to the military authorities; taxi drivers left their cabs standing in the yards to take up duty. In the cafes and restaurants waiters took off their aprons and hurried out. Shops will have to close by the thousands, because no workers will be left, the home distribution of bread, milk, and necessities of life will be suddenly ceased. The whole force behind the everyday life of the capital was disorganised by the stroke of a pen."

A TERRIFYING EXPERIENCE.

"My journey from Paris has been a nightmare. The rush from the French capital last night was terrifying," adds Mr. Smith.
"The great gates of the Gare du Nord were closed, and an army of police and officials made certain that only travellers should join the thousands besieging the ticket offices inside. It seemed, when you took up your place in the queue leading to your booking tickets, that you could never reach it."

"More than half the crowd were women and children, sent to fight their way to some quiet country place while their husbands and fathers were under arms; there were thousands of young men joining their regiments, chafing at the delay of the issue of their military tickets."

CALAMITY IN VIENNA.

"We have received the following very painful message from a spectator of the mobilisation now living in Vienna," says the *Economist*:

"It is impossible to picture the calamity which has befallen us. In the 12 army corps included in the mobilisation every able man is being called to arms, men who have not served, but who are kept on the list for extreme emergencies, such as bakers, engineers, skilled workmen on railway and telegraph service, are being called to the colours, even where they are over forty. The managers of big concerns are called away, and the proprietors have to dismiss the workmen, useless without anyone at their head. Thus even those who are not immediately concerned in the mobilisation suffer distress, and cannot provide for their families."

"No one in this generation has seen a war like this war. The way in which it enters into the hearts of the families, which it leaves unprovided when the breadwinner has been called away, is quite unprecedented in history. Consternation is the first feeling, utter despondency the next."

AT THE BANK OF ENGLAND.

Describing the scenes at the Bank of England, when people flocked to change notes into gold, the *Chronicle* says:

"The siege at first took the Bank officials by surprise; and they allowed the besiegers to assemble round the inner entrance to the Bank in mildly excited groups. Many of them were women, and widows in rusty 'weeds' were numerous, and they stood nervously frowning their five and ten-pound notes, wondering all the while in their foolish fashion if the Bank would be able to pay them gold for their paper."

"The scenes were strange, unusual, and not without a touch of deep pathos. The 'raiders' of the Bank were mostly small tradespeople, women who kept their savings in a stocking-foot in the form of notes, and clerks and work-people of a thrifty turn of mind, who foolishly feared the loss of their savings."

As the file of people entered the Bank and passed along the counters they were rapidly given gold in exchange for their notes. All day long the procession went on, and towards closing time there were one or two slight scrambles for a position near the door by people who feared to leave the changing of their notes over for a day."

TRAGEDY FOR WORKERS.

As the result of the outbreak of hostilities hundreds of Frenchmen and Germans, and in fewer numbers Italians, employed on the staffs of the principal London hotels left their work in order to proceed to their respective countries to join the forces in which they are reservists.

It cannot definitely be stated exactly how many foreign waiters, cooks, bakers, etc., have proceeded home, but on inquiry it was ascertained that approximately the following numbers had left the hotels named: Hotel Cecil, 50; Savoy Hotel, 70; Ritz, between 50 and 60; Carlton, 30 (mostly French); Piccadilly Hotel, 50; Hotel Metropole, 30; Midland Hotel, 10; Claridge's, 12 (mostly Italians); De Keyser's Royal Hotel, 50; Frascati's, 6; Prince's Restaurant, 6 (French); Coburg Hotel, 3; Strand Palace Hotel, 6; Euston Hotel, 3; Hotel Great Central, 6. Other hotels were affected in varying degrees.

ACROSS SIBERIA ON EVE OF WAR.

AN ENGLISHMAN'S EVENTFUL JOURNEY.

On the eve of war, Mr. Paul Rowland, Professor of English at Tohoku Daigaku Noka, Daigaku, Sapporo, left England for Japan, and the following account of his journey which he wrote for the *Japan Daily Mail* makes interesting reading.

Just four weeks ago to-day (August 27th) I was peacefully enjoying the bathing at Sandown—a cosy little sea-side resort on the Isle of Wight, off the south coast of England, when the war cloud suddenly loomed up in the East. My destination was Sapporo, Japan, and my ticket was already bought from London to Harbin. I decided to go to Berlin at once so as to be within striking distance of the Russian border in case Russo-German relations became threatening. This was on Thursday, July 30th. Even at that late date the London papers were still engrossed with the situation in Ireland, and the British public did not dream of the near possibility of a great European war.

In crossing over from the Isle of Wight to Portsmouth, I passed through Spithead Channel, where, five days previously, I had seen the largest British fleet ever gathered together—403 vessels, large and small. Now there were only three or four in sight.

Leaving London at 8.30 that night (Thursday, July 30th), I crossed the Channel from Harwich to the Hook of Holland, and arrived in Berlin about five o'clock the following afternoon (Friday, July 31st). The waters just off Harwich were alive with British men-of-war, constantly manoeuvring and ceaselessly playing their blinding searchlights on ships and shore. On the train to Berlin were several British and American tourists, and the conversation turned upon almost every subject except the maelstrom into which we were blindly speeding.

But upon alighting at the Friedrichstrasse Station we were rudely awakened to the existing situation. The streets were placarded with notices declaring that the city and its environs had been placed under martial law. Traffic down Friedrichstrasse was blocked by a procession passing along Unter den Linden, made up mainly of students and young civilians, cheering and singing at the top of their lungs. The Kaiser had that afternoon moved from Potsdam to the Royal Palace and had made from the balcony that now-momentous speech beginning—"For five and twenty years have I kept and defended the peace, but now . . ."

Extras containing the speech were being scattered broadcast through the streets. To suddenly step into this bewildering hurly-burly was like nothing so much as an unexpected plunge into ice-cold water—startling, full of unseen possibilities but keenly exhilarating.

I went immediately to the American Embassy. Upon hearing my case, the Ambassador told me that it was absolutely impossible to get across the border into Russia, much less to get up to Moscow and across Siberia in the teeth of Russian mobilization. He strongly advised me to return immediately to London by that night's express. The case seemed hopeless, but I next went to the Russian Embassy, where I was told that the 11.31 train out that night would be the last to cross the Russian frontier. (This proved later to have been correct.) Waiting on the platform of the Friedrichstrasse Station were at least twice as many people as could possibly get into the train pulled for Alexandrov. When the train pulled in, women were trampled under, shrieking and moaning, porters knocked each other down, and men fought their way through the swaying mass. To brute strength belonged the victory. That night I sat in the corridor, sharing my suitcase with another.

At the frontier the next morning, everything was surprisingly quiet. At each bridge stood one or two lone sentries on guard with bayonets fixed—German up to the boundary line, Russian beyond it—that was all. At Alexandrov our passports were called for, but customs examination was dispensed with. After a six-hour wait we were piled into closed freight cars and arrived at Warsaw at 9.30 the same evening—Saturday, August 1st.

On Sunday Warsaw was declared "in a condition of siege," and no one except the Russian civil and military authorities was allowed to leave the city without special permit from the police. There were several offices scattered throughout the city at which such permits might be obtained. One of them was next to the Hotel Bristol where I was stopping. By eleven o'clock in the morning the line of people waiting their turn there was two blocks long. I stood in the line from 11 a.m. to 4 p.m. and was then still half a block away from the office window. At four the place was closed and the crowd dispersed by the police. Altogether 18,000 persons received permits on Sunday, but of these only 600 got away from the city that day. At Moscow I met two Japanese gentlemen who did leave Warsaw that Sunday and they said that they did not leave their seats in the train for a whole day for fear of losing them. They had nothing to eat during that time, but at Brest they bought a cupful of water for 50 kopeks (approximately 50 sen).

On Monday, August 3rd, I went to the American Consulate, but could get no encouragement. The Vice-Consul had tried to get permission from the chief of police for Americans to leave the city, but was not successful. The only thing to do, he said, was to wait in Warsaw till the Germans came. The city was comparatively quiet, the only commotion being caused by the Russians, who were in feverish haste to flee northward toward Moscow and Petrograd. Prices soared on Sunday, and no one would take paper money, but on Monday came an order from Petrograd prohibiting the raising of prices on necessities and imposing a heavy fine on merchants and hotel keepers who should refuse to accept paper currency.

Hearing by chance of a train which was said to be leaving for Moscow at two that afternoon (Monday), I hurried back to the American Consulate, obtained a certificate and letter of introduction, and by the help of a Polish interpreter, with great difficulty, finally succeeded in getting into the station and boarding a train which left Warsaw at 9 in the evening. Here again, as when leaving Berlin, sleep was out of the question, and I passed the night standing by the window or sitting on my suitcase. People even huddled on the narrow platforms between the cars. The train consisted of 27 cars of every description, crowded to overflowing, and hauled by one locomotive. The journey from Warsaw to Moscow, which ordinarily takes 26 hours, took us just 79 hours, or three days and seven hours.

The first place where we saw Russian soldiers in any large numbers was Brest, on the Russo-Polish border, and a strong fortification in Russia's first line of defence. Ten or twelve huge siege guns were planted at the approach, their muzzles pointed southward down the track. From Brest northward to Moscow we passed trains every hour or so filled with ragged, jolly-faced soldiers, seemingly enjoying themselves immensely, and returning our cheers enthusiastically as we pulled out of the stations. They were packed into freight cars, which had been provided with rough board benches, and their food was black bread, tea, and sunflower seeds. At Moscow I heard the strains of the "Marseillaise." At Moscow the atmosphere was that of quiet, fervent patriotism. There was a feverish bustle, but looking into the stolid faces of the marching columns one got the impression of a huge, resistless force being slowly but confidently set in motion.

The journey from Moscow to Harbin was tedious but uneventful. There were no express trains coming eastward. It took us 15 days, in place of the usual 9. As far as Samara there were several Germans on board—all residents of Riga on the Baltic. 15,000 to 20,000 such German subjects have been ordered to move eastward to Volga Province. In Moscow hideous stories were afloat as to the treatment of Russians by the German soldiery, but none of the news printed could be accepted as reliable. For example, at Irkutsk station the buffet management was making active preparation to feed thousands of Japanese soldiers, who, they said, had already started and would arrive at Irkutsk in a day or two on their way to the war to help the Russians. We met trainful of soldiers as far east as Tchita, east of Lake Baikal. They seemed to be going to the war with the greatest enthusiasm and spirit. Several Russians told me that whereas during the Japanese war the average Russian soldier did not know what he was fighting for and cared less, this time he knew perfectly well and hence was in deadly earnest.

TYPHOON WARNINGS.

The telegrams quoted below were received from the Manila Observatory at 10.20 a.m. yesterday:

Cyclone or typhoon E. of northern Luzon, less than 300 miles distant, moving N.N.W. or N.

Cyclone or typhoon W. of the southern Ladrone or Mariana Islands, moving W. or W.N.W.

HONGKONG TRAMWAY CO., LTD.

The figures for the week ending September 19th are as follow:—

Receipts	\$10,271
Decrease compared with corresponding week last year	\$1,552
Aggregate to date:—	
No. of weeks	38
Total	\$439,473
Increase to date	\$45,917

INTIMATIONS

CALDBECK,
MACGREGOR & CO.

(ESTABLISHED 1854)

SOLE AGENTS FOR

FALCON LAGER
BEER

BOTTLED BY

MESSRS. VAN VOLL & HOVEN
& Co., AMSTERDAM.

The ONLY GENUINE CHEAP
LAGER BEER on the Market.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed Daily Press only, special business matter The Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 33. Telephone No. 12.
Codes: A.B.C. 5th Ed., Lieber's.
Telegraphic Address: "Press."

NEW ADVERTISEMENTS

FRENCH LESSONS

G. MOUSSON,

15, MORRISON HILL ROAD.

[1176]

ST. JOHN'S CATHEDRAL.

MR. GEORGE GRIMBLE

will give an

ORGAN RECITAL

ON

TUESDAY,

THE 20TH SEPTEMBER, AT 9.15 P.M.

In Aid of the

PRINCE OF WALES FUND.

Assisted by the Choir and other Local Vocalists.

Hongkong, 25th September, 1914. [1177]

HONGKONG—NEW YORK.



AMERICAN ASIATIC S.S. CO.
FOR NEW YORK VIA JAPAN PORTS
AND PANAMA CANAL.

S.S. "INDRADEO" ... On or about 14th Oct.
For Freight or information apply to—
SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 25th September, 1914. [1178]

NOTICE.

THE BOARD OF ADMINISTRATION of the PORTUGUESE GUNBOAT "PATRIA" announces that until 10 a.m., on MONDAY, 28th September, 1914, Tenders will be received on board addressed to the Paymaster for the Sale of OLD BOILER STEEL TUBES and other OLD MATERIALS.

These articles can be seen daily from 1 p.m. until 3 p.m. on board the said Gunboat at Kowloon Dock.

All expenses incurred in the removal of the mentioned articles to be borne by the purchaser. Full Particulars and any necessary information may be obtained on application on board.

Portuguese Gunboat "PATRIA"—Kowloon Dock, 24th September, 1914.
BASILIO AUGUSTO DE ALMEIDA,
Lieut.-Paymaster.

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the CITY HALL on WEDNESDAY, the 30th September, 1914, at 5.30 p.m.

W. ARMSTRONG,
Hon. Secretary.

Hongkong, 24th September, 1914. [1171]

IN THE MATTER OF THE COMPANIES ORDINANCE OF 1911 AND 1913.

and
IN THE MATTER OF THE YUE HING LOONG CO., LIMITED
(In Liquidation).

NOTICE IS HEREBY GIVEN that all Persons having Claims against the above-named Company are requested to send in particulars thereof to the Undersecretary at the Registered Office of the said Company, No. 10, Des Voeux Road Central, 2nd Floor, on or before the 30th day of September, after which date no claim will be recognized.

Dated this 21st day of September, 1914.
U HOI CHAU,
Liquidator.

STOCKBROKERS' ASSOCIATION OF HONGKONG.

OWING to the POSTPONEMENT of the SHANGHAI SEPTEMBER SETTLEMENT until October, the Public is hereby notified that the Settlement of all Transactions in Shares bought for or sold to Shanghai will take place in October.

With the exclusion of the above, the Settlement of all Transactions effected for the Local September Settlement will take place as advertised on the 28th September, 1914.

EDWARD M. RAYMOND,
Secretary.

Hongkong, 23rd September, 1914. [1172]

THE GULA-KALUMPONG RUBBER ESTATES, LIMITED.

NOTIFICATION.

THE following Telegram, dated 25th August, 1914, has been received from the London Secretaries of the above Company—

"Pending instructions suspend all transfers when transfer or transferee are German or Austrian subjects."

By Order of the Local Board,
ILBERT & Co., Ltd.,
Shanghai Local Secretaries.

LOWE BINGHAM & MATTHEWS,
Colonial Register.

Hongkong, 19th September, 1914. [1162]

INTIMATIONS

DOUGLAS STEAMSHIP CO., LIMITED.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, TO-MORROW (SATURDAY), the 26th September, 1914, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1914.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 23rd September, both days inclusive.

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 25th September, 1914. [111]

PEAK CLUB.

BY kind permission of Colonel WATSON and Officers, the Band of the 74th Punjab will play at the PEAK CLUB TO-MORROW (SATURDAY) Night, 26th inst., commencing at 9.15 p.m.

By Order,
ENTERTAINMENT COMMITTEE.

Hongkong, 17th September, 1914. [1149]

HONGKONG CLUB

NOTICE.

TWENTY-SIXTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES OF THE HONGKONG CLUB (1886 issue) was held in the Club House on FRIDAY, the 19th September, 1914, when the following Debentures were drawn for Redemption—

121	777	1119	1469	1822
208	792	1121	1482	1844
232	820	1184	1489	1867
314	873	1188	1512	1876
415	874	1192	1541	1883
422	966	1212	1561	1897
494	968	1231	1622	1907
499	978	1237	1625	1909
521	1011	1307	1672	1922
564	1012	1327	1695	1925
593	1047	1370	1750	1956
741	1050	1434	1789	1962
747	1085	1454	1821	1965

and will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on WEDNESDAY, the 30th September, 1914, in exchange for surrender of same.

By Order,

JAMES CRAIK,

Secretary.

Hongkong, 18th September, 1914. [1153]

THE WAR.

FOR SALE

SMALL NATIONAL FLAGS

to mark the progress of

THE WAR.

GRACA & CO.

PRINCE ST. (Hongkong Hotel Building).

Hongkong, 21st September, 1914. [683]

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.

Address—
NOMURA HOTEL,
15, 16 and 17, Connaught Road.
Telephone No. 400.
Hongkong, 30th July, 1914. [982]

SINGON & CO.

ESTABLISHED A.D. 1880.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Gases Importers, General Storekeepers and Shipchandlers. Nos. 35 and 37, HING LOONG STREET (2nd St. West of Central Market).
Telephone No. 515.

AUCTION.

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 28th day of September, 1914, at 3 p.m., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Tai Hang Village, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sub-Registry No.	Locality.	Boundary Measurements (Approximate).	Contents in Square Feet.	Annual Rent.	Upset Price.
1	North of Inland Lot No. 40th, T. 1. 1st Range.	75. 67. 87. 62. 25. about.	6,225	OS	1,632

Hongkong, 21st September, 1914. [1159]

TO LET

TO LET.

NOS. 19, 21, 23 and 25, SHELLEY STREET, Newly Painted and Colour washed.

No. 59, THE PEAK (5 CAMERON VILLAS).

Apply to—
LINDSEY & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 24th September, 1914. [1174]

LANE, CRAWFORD & Co.

(ESTABLISHED 1890).

NEW AUTUMN STOCK OF

PYJAMA SUITS

IN ALL SIZES FOR MEN.

\$4.00 to \$11.50 Per Suit.

ALL WEIGHTS—NEW DESIGNS.

"VIYELLA" SHIRTS AND PYJAMAS WILL NOT SHRINK.

SMART PATTERNS. FAST COLOURS. HARD WEARING.

WE KEEP A LARGE RANGE OF POPULAR PRICED

'SHIRTS AND PYJAMAS

ALWAYS IN STOCK.

(TELEPHONE 1741.)

LANE, CRAWFORD & CO.

THE TOBACCO THAT KEEPS DRY IN THE DAMPEST WEATHER.

Is Cool

Smoking

and gives

pleasure

to the

man who

enjoys

his pipe.



\$1.00

per 1 lb.

tin.

WESTMINSTER SMOKING MIXTURE.

SOLD BY—

KELLY & WALSH, LTD. A. S. WATSON & Co., LTD., HONGKONG AND KOWLOON.

VICTORIA DISPENSARY.

Hongkong, 22nd September, 1914. [1124]

TO LET.

IN ALEXANDRA BUILDINGS VERY CONVENIENT OFFICES and ROOMS.
Apply—
SECRETARY,
A. S. WATSON & Co., Ltd.
Hongkong, 9th July, 1914. [923]

TO LET.

NO. 4, CLIFTON GARDENS (17, Conduit Road).
GODOWN, 88, Wanchai Road.
GODOWN, No. 4, New Praya, Kennedy Town.
Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st September, 1914. [1061]

TO LET.

TOP FLAT, Humphrey's Buildings, Kowloon. Immediate occupation if desired.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings.
Hongkong, 29th August, 1914. [1053]

TO LET.

5-ROOMED HOUSE, "VILLA ROSITA" in Hart Avenue, Taikoo Shui.

Apply to—
A. ADDOOLAHIM,
34, Queen's Road Central.
Hongkong, 22nd September, 1914. [1184]

TO LET—FURNISHED.

3, CLIFTON GARDENS (19, Conduit Road).

Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 5th September, 1914. [1191]

TO LET.

HOUSE, No. 5, Conduit Road. Fine View of Harbour. Newly painted and repaired. For further particulars, apply to—
H. M. H. NEMAZEE,
Hongkong, 24th July, 1914. [968]

TO LET.

NO. 7, KNOTSFORD TERRACE, Kowloon.

Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st September, 1914. [1091]

BANKS

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

Paid-up Capital... .. £1,200,000
Reserve Fund... .. £1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted. CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,
Manager.

Hongkong, 8th June, 1914. [1484]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed... .. Yen 10,000,000
Capital Paid-up... .. " 7,499,250
Reserve Funds... .. " 3,430,000

HEAD OFFICE: TAIFEH, FORMOSA.

BRANCHES AND AGENCIES.

Amoy Kinkiang Shanghai
Batavia Kobe Swatow
Bombay London Tientsin
Calcutta Manila Yokohama
Canton Moji
Dairen Nagasaki
Foochow Newchwang
Hongkong New York
Kobe Osaka
Koolung San Francisco

HONGKONG OFFICE.

3, DES VOEUX ROAD.

Interest allowed on Current Accounts.

Deposits received on terms which may be had on application.

S. TSUDZURABARA, Manager.

Hongkong, 19th February, 1914. [648]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the Hongkong and Shanghai BANKING CORPORATION,

A. G. STEPHEN,
Acting Chief Manager.

Hongkong, 14th May, 1914. [16]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, WALL STREET, NEW YORK.

LONDON OFFICE: 35, BISHOPSGATE, E.C.

BRANCHES:—

Bombay Kobe
Calcutta Manila
Canton Mexico
Cebu Panama
Colon Peking
Empire San Francisco
Hongkong Shanghai
Kobe Yokohama

CAPITAL AND SURPLUS Gold \$7,200,000

equal £1,450,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED.

MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

N. S. MARSHALL,
Manager.B, Queen's Road,
Hongkong, 15th September, 1914. [559]

NEDERLANDSCH-INDISCH HANDELSBANK

(NEDERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 30,000,000 (£2,500,000)

Paid-up Capital... Fl. 17,407,000 (£1,450,580)

Reserve Fund... Fl. 6,618,000 (£548,168)

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

LONDON BANKERS:

THE WILLIAMS' & WATSON BANK.

SWISS BANKERS.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager.

No. 3, Des Voeux Road Central.

Hongkong, 8th October, 1913. [71]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital... .. £1,500,000

Subscribed... .. " 1,125,000

Paid-up... .. " 562,500

Reserve Fund... .. " 465,000

BANKERS:

BANK OF ENGLAND,

and

LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. E. LINTON,
Manager.

Hongkong, 10th July, 1914. [149]

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital... .. \$15,000,000

Reserve Funds—

Sterling... .. \$15,000,000

Silver... .. \$15,000,000

\$33,000,000

Reserve Liability of Proprietors \$15,000,000

COUNCIL OF DIRECTORS.

Hon. Mr. D. LANDALE—Chairman.

W. L. PATTERSON, Esq.—Deputy Chairman

S. H. DODD, Esq.

P. H. HOLYOAK, Esq.

G. T. M. EDKINS, Esq.

J. A. PLAMMER, Esq.

G. S. GUBBY, Esq.

Hon. Mr. E. SHILLIS.

CHIEF MANAGER:

Hongkong—N. J. STANN.

ACTING MANAGER:

Shanghai—J. D. SMART.

LONDON BANKERS:

LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

On FIXED DEPOSITS.

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 1/2 per cent. per annum.

A. G. STEPHEN,
Acting Chief Manager.

Hongkong, 24th August, 1914. [15]

NOTICES TO CONSIGNEES

S.S. "DEIKE RICKMERS."

FROM HAMBURG AND ANTWERP.

CONSIGNEES are informed that their Goods have been landed in Shanghai at the Eastern Wharf.

No Fire Insurance has been effected.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS OR CALL	SALSETTE Capt. A. F. Vine, R.N.R.	4 P.M. 26th Sept.	See Special Advertisement.
SHANGHAI	ORIENTAL Capt. A. L. Valentini	About 2nd Oct.	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES.	NAMUR Capt. A. Collyer	About 14th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NELLORE and YOKOHAMA	NELLORE Capt. J. Gaunt, R.N.R.	About 17th Oct.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.
Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 25th September, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW, AMOY and SHANGHAI.	"YUENHAI"	On 25th Sept. 10 A.M.
SWATOW and SINGAPORE	"CHUBAN"	On 25th Sept. Noon.
PARHOI and HALPHONG	"SUNGHIANG"	On 26th Sept. 10 A.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 29th Sept. 4 P.M.
SHANGHAI	"ANHUI"	On 29th Sept. 4 P.M.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 30th Sept. 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 6th Oct. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE.—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "SHAOSING" and the S.S. "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land—Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—
HONGKONG, 25th September, 1914

BUTTERFIELD & SWIRE,
AGENTS.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	...	On 30th Sept. 10 A.M.
EASTERN	...	On 9th Oct. 10 A.M.
ALDENHAM	3rd Oct.	On 30th Oct. 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 1st September, 1914.

AGENTS.

DOUGLAS STEAMSHIP CO., LTD. HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light, Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	SUNDAY, 27th Sept. at 1 P.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 29th Sept. at 1 P.M.
"HAITAN"	Capt. J. W. Evans	FRIDAY, 2nd Oct. at 1 P.M.

* The s.s. "Haiching" will not call at Swatow.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	SUNDAY, 27th Sept. at 10 A.M.
"HAIYANG"	Capt. A. H. Stewart	WEDNESDAY, 30th Sept. at 1 P.M.

For Freight and Passage, apply to—

DOUGLAS LIPRAIK & Co.,
General Managers.

Hongkong, 25th September, 1914.

TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer Displacement Tons and Speed. Leave Hongkong.

SHINYO MARU 22,000—21 knots from Nagasaki 3rd Oct.

CHIYO MARU 22,000—21 knots ... TUES., 20th Oct.

TENYO MARU 22,000—21 knots ... SATUR., 14th Nov.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.

FIRST CLASS TO NEW YORK £60. ... " " £96.10.

" " " SAN FRANCISCO £45. ... " " £68.

SPECIAL SUMMER RATES TO JAPAN.

NAGASAKI	KOBE	YOKOHAMA
\$120.	\$135.	\$150.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO,
SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer Displacement Tons and Speed. Sails

SEIYO MARU ... 14,000—14 knots ... Tuesday, 6th October.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG: 26th Sept. "KATHIWAR" ... FROM COLOMBO: 17th Oct.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING:

From Hongkong: "SALAMIS" ... 25th Oct.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"CHICAGO MARU" ...	K. Hori	THURSDAY, 1st Oct., at 4 P.M.
"CANADA MARU" ...	H. Yamamoto	WEDNESDAY, 14th Oct., at 4 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM PENANG AND COLOMBO.

Steamer "SHINCHIKU MARU" ... I. Den ... SATURDAY, 3rd Oct. A.M.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer "KAIJO MARU" ... Y. Yamamoto ... THURSDAY, 1st Oct. at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer "DAIGO MARU" ... S. Tokushige ... SUNDAY, 27th Sept. at Noon.

"DALIN MARU" ... K. Murakami ... SUNDAY, 4th Oct. at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer "SOSHU MARU" ... X. Hattori ... WEDNESDAY, 30th Sept. at 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER.

Second Floor, No. 7, Queen's Building.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	to	Leave	Leave	Connecting Steamer	Due at	Due at
YOKOHAMA	COLOMBO	SHANGHAI	HONGKONG	from COLOMBO	MARSEILLES	PLYMOUTH
				to	1st	(London day later)
Sept. 17	SALSETTE	Sept. 22	Sept. 26	MALOJA	Oct. 13	Oct. 29
Oct. 1	ORIENTAL	Oct. 6	Oct. 10	MOOLTAN	Nov. 6	Nov. 12
Oct. 15	MALTA	Oct. 20	Oct. 24	MOLDAVIA	Nov. 20	Nov. 26
Oct. 29	ARCADIA	Nov. 3	Nov. 7	KHYBER	Dec. 4	Dec. 10

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer from PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows—

1st Saloon	"A"	Accommodation	Single	Return	LONDON
	"B"	"	"	"	
2nd Saloon	"A"	"	"	"	
	"B"	"	"	"	

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

STEAMERS	Leave YOKOHAMA	Leave SHANGHAI	Leave HONGKONG	Leave SINGAPORE	Due at MARSEILLES	Due at LONDON
	about	about	about	about	about	about
NAMUR	Sept. 29	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 22
NELLORE	Nov. 10	Nov. 19	Nov. 25	Dec. 1	Dec. 23	Jan. 8
SICILIA	Nov. 24	Dec. 3	Dec. 9	Dec. 15	Jan. 14	Jan. 22
NAGOYA	Dec. 8	Dec. 17	Dec. 23	Dec. 29	Jan. 25	Feb. 3

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON: 1st Saloon £50 Single; 2nd Saloon £35 Single; £52 Return

FARES TO MARSEILLES: 1st Saloon £46 Single; 2nd Saloon £33 Single

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

NIPPON YUSEN KAISHA THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUZ and PORT SAID	MISHIMA MARU Capt. F. L. Sommer, 16,000	16,000	WEDNESDAY, 7th Oct., at 10 A.M.
	SUWA MARU Capt. Murai, 25,000	25,000	WEDNESDAY, 21st Oct., at 10 A.M.
VICTORIA, B.C. and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	SHIDZUOKA MARU Capt. Deguchi, 12,500	12,500	TUESDAY, 6th Oct., at Noon.
	TAMBA MARU Capt. Nagasawa, 12,500	12,500	TUESDAY, 20th Oct., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU Capt. Sakine, 9,600	9,600	TUESDAY, 29th Sept., at Daylight.
	NIKKO MARU Capt. R. Takeda, 9,600	9,600	WEDNESDAY, 21st Oct., at Noon.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	TOSA MARU Capt. Yoshikawa, 12,000	12,000	SATURDAY, 17th Oct., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	KIRIN MARU Capt. Nakamura, 5,000	5,000	MONDAY, 18th Sept.
KOBE	JINSEN MARU Capt. Terao, 5,000	5,000	THURSDAY, 1st Oct.
SHANGHAI and KOBE	SANUKI MARU Capt. Date, 12,000	12,000	TUESDAY, 29th Sept.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. R. Takeda, 9,600	9,600	SATURDAY, 18th Sept., at Noon.
KOBE and YOKOHAMA	HITACHI MARU Capt. Sato, 12,500	12,500	FRIDAY, 9th Oct., at 11 A.M.

* Fitted with New System of Wireless Telegraphy. Cargo only.

NOTICE—"Kumano Maru," "Kamakura Maru" and "Hakata Maru" have been withdrawn from their Lines and not been replaced by substitutes.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
1st Class	\$135	\$122	\$108	\$95
2nd	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

18-9-14

POST OFFICE NOTICE.

SHIPS' LETTER BOXES.

- 1.—It is hereby notified that during the continuance of the War all outgoing correspondence must be posted at the General Post Office or at any of its Branch Offices.
- 2.—Ships' Officers are strictly forbidden to receive on board their vessels any correspondence from the Public.
- 3.—Shipmasters are not allowed to place or expose on board their vessels letter boxes for the purpose of collecting correspondence; all such boxes found exposed on board their vessels must be removed and returned to the General Post Office.
- 4.—Shipping Companies must not receive from the Public for inclusion in their ships' papers any *bona fide* Consignees' letters which should be left open for inspection when required.
- 5.—Shipping Companies should state in their notifications to the Post Office the exact hour of departure of their vessels in order that the public may have every facility for posting at the General Post Office.
- 6.—Shipping Companies and Ships' Officers must send to the Post Office ALL correspondence by *bona fide* Consignees' letters posted in the Ships' Letter Boxes or received by Ship Officers at the ports from which they sailed, or anywhere en route to Hongkong.
- 7.—The above regulations will not affect the licensed Private Letter Boxes carried between Hongkong and Canton by the vessels belonging to or managed by the Hongkong, Canton and Macao Steamboat Co.

War risks are not covered by Postal Registration or Insurance.

Mails for Honolulu, San Francisco, United States, South America and Canada will be made up for despatch per *Nikko Maru* to-morrow, at 11 a.m., to connect with the *Shimo Maru*, sailing from Nagasaki on the 3rd October.

The Parcel Post service to Egypt and countries beyond is for the present suspended.

A late Mail for Swatow, Amoy and Foochow will in future be closed for all Douglas Steamers 20 minutes before each steamer sails, ordinary correspondence will be received after the regular mail has closed at the side west entrance to the G.P.O. in the lane off Des Vœux Road.

The *Salsette* is due to arrive here to-day and she will leave same day at 5 p.m. The Mail will close at 4 p.m.

The *Salsette*, with the Mails from LONDON (via Siberia) of 21st to 25th ult., is due to arrive here to-day.

The *Hongkong*, with the FRENCH MAIL (via *Magellan*), is due to arrive here to-morrow.

The *Korea*, with the AMERICAN MAIL, left Yokohama for Hongkong via Manila on the 16th inst., at 10 a.m., and is scheduled to arrive here on Monday, the 28th inst.

FOR	PER	DATE
Hohow, Tsurano and Quinhon	Yong	Friday, 25th, 8.00 A.M.
Swatow, Amoy, Shanghai and North China	Yokohama	Friday, 25th, 9.00 A.M.
Japan via Yokohama	Typhoon	Friday, 25th, 11.00 A.M.
Swatow and Straits	Chusan	Friday, 25th, 11.00 A.M.
Straits and India via Calcutta	Chusan	Friday, 25th, 3.00 P.M.
Philippine Islands and Batavia	Typhoon	Friday, 25th, 3.00 P.M.
Pakhoi and Haiphong	Sungliang	Saturday, 26th, 9.00 A.M.

* Specially superscribed correspondence only.

COMMERCIAL.

CLOSING QUOTATIONS.

September 24th.

ON LONDON:	Telegraphic Transfer	1.93
	Bank Bills, on demand	1.94
	Bank Bills, at 30 days' sight	1.93
	Bank Bills, at 4 months' sight	1.92
	Credit, at 4 months' sight	1.91
	Documentary Bills 4 months' sight	1.90
ON PARIS:	Bank Bills, on demand	nom.
	Credit, at 4 months' sight	nom.
ON GERMANY:	On demand	nom.
ON NEW YORK:	Bank Bills, on demand	44
	Credit, at 60 days' sight	nom.
ON BOMBAY:	Telegraphic Transfer	nom.
	Bank, on demand	135 1/2
ON CALCUTTA:	Telegraphic Transfer	nom.
	Bank, on demand	135 1/2
ON SHANGHAI:	Bank, at sight	76
	Bank, at 30 days' sight	nom.
ON YOKOHAMA:	On demand	88
ON MANILA:	On demand—Pesos	88
ON SINGAPORE:	On demand	77 1/2
ON BATAVIA:	On demand	109
ON HAIIPHONG:	On demand	nom.
ON SAIGON:	On demand	nom.
ON BANGKOK:	On demand	nom.
GOVERNMENTS, Bank's Buying Rate		\$11.00 nom.
GOLD LIME, 100 lbs, per ton		\$56.70
BAR SILVER, per oz.		24 1/2

SUBSIDIARY COINS.

Hongkong, 20 cents pieces	per cent.
Hongkong, 10 " "	\$10.10 discount.
Hongkong, 10 " "	\$10.14 " "

TO-MORROW

Noon—Douglas Steamship Co., Ltd., Meeting of Shareholders.

FORTHCOMING EVENTS.

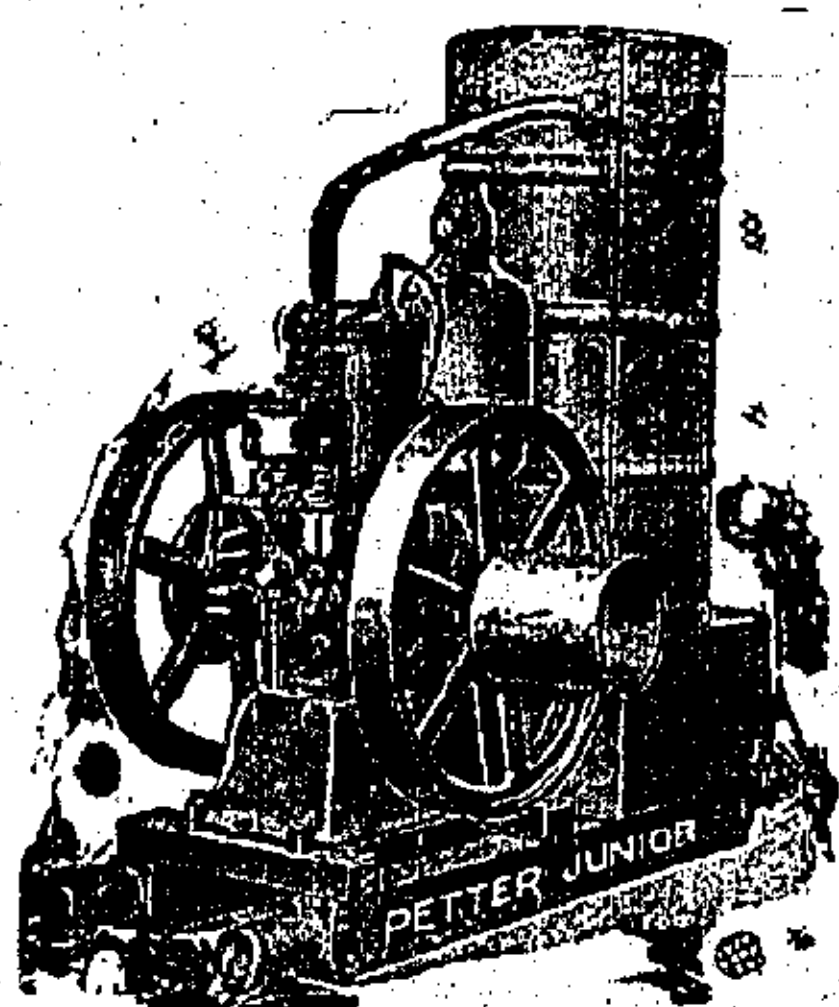
- Monday, 28th Sept.—
5 p.m.—Auction of Crown Land at Tai Hang Village, by Public Works Dept.
Tuesday, 29th Sept.—
2.15 p.m.—Organ Recital at the St. John's Cathedral.
Wednesday, 30th Sept.—
Noon—Yue Hing Loong Meeting of Creditors at the Registered Office.
5.30 p.m.—Hongkong St. Andrew's Society Annual General Meeting in the City Hall.

"The Criterion of Quality"

No. 77

Virginia Cigarette

ON HAND FOR SALE.



ONE 30 FOOT MOTOR LAUNCH
Thornycroft Model Fitted with 12-14 B.H.P.
Kerosene Engine.

ONE PORTABLE OXY-ACETYLENE
SEARCHLIGHT with Morse Signalling
Shutter.

ONE WIRELESS TELEGRAPH SET
complete with Induction Coil, Overhead Wires
Spars, &c., suitable for Coasting or Patrol Steamer.

ONE SEMI-DIESEL 8 H.P. CRUDE
OIL ENGINE AND DYNAMO with
Electric Searchlight.

KEROSENE OIL ENGINES "PETER'S"
FROM 7 TO 12 B.H.P.

For Price and Particulars, apply to—

WM. C. JACK & CO., LTD.,
14, DES VŒUX ROAD, HONGKONG. (484)

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.

FOR	STRAMER	TO SAIL.
SHANGHAI, KOBE AND YOKOHAMA	CHILI	On 5th October.
	HOMEWARD	
MARSEILLES VIA PORTS	POLYNESIEN	On 29th September, at 1 P.M.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.

For further particulars apply to

P. THOMAS, AGENT.
QUEEN'S BUILDING.

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG			JAPAN	Second half of Sept.
TJIMANOEK			JAVA	Second half of Sept.
TJILATJAP.	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJUKEMBANG	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJITAROEM	SHANGHAI	First half of Oct.	JAVA	First half of Oct.
TJIPANAS...	JAVA	First half of Oct.	JAPAN	Second half of Oct.
TJIMAH...	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.
TJIBODAS...	JAVA	Second half of Oct.	JAPAN	Second half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Nether India and Australia.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
York Buildings, 1st Floor, Hongkong, 21st September, 1914. Telephone No. 1574. (13)

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	...	...	...	...	\$8.00
Return " " (available also for return by day steamer)	...	...	...	...	10.00
Single Fare by Day Steamer	...	...	...	...	4.00
Return " " " " " "	...	...	...	...	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Companies' vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 25th SEPTEMBER, 1914.

8 a.m. HEUNGSHAN.	8 a.m. HONAM.
5 p.m. KINSHAN.	5 p.m. PATSHAN.

SATURDAY, 26th SEPTEMBER, 1914.

8 a.m. HONAM.	8 a.m. HEUNGSHAN.
5 p.m. KINSHAN.	5 p.m. PATSHAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. TAISHAN, Tons 2,006.

HONGKONG TO MACAO

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 8 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 27th SEPTEMBER, 1914.

The Company's New Steamship "TAISHAN"

Will depart from the Company's Wing Lok Street Wharf at 8 a.m., and return from Macao at 2 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. SUI AN.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 8 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier. (42)

VESSELS EXPECTED.

The T.K.K. str. *Seijo Maru* will arrive here from Moji on the 28th September.

THE AMERICAN MAIL.

The P.M. str. *Korea*, carrying the mails from the United States, left Yokohama for Hongkong via Manila on the 16th September, at 10 a.m., and is scheduled to arrive at this port on the 28th September.

MERCHANT STEAMERS.

The O.S.K. str. *Chicago Maru* left Manila for Hongkong on the 21st September, p.m., and is due here on the 24th September, at daylight.

The str. *City of Bristol* left New York on the 10th August, and is due here on or about 25th September.

The Barber Line str. *Middleham Castle* passed Singapore on the 20th September, and is therefore expected to arrive here on the 26th September, at daylight.

The Ben Line str. *Benrinnes*, from Leith and London, left Singapore for this port on the 22nd September, and may be expected to arrive here on or about the 28th September.

The Barber Line str. *Chalister* left New York for Hongkong via Panama on the 1st September, and is due here on or about the 20th October.

MILKMAID STERILIZED NATURAL MILK

MEANS SAFETY NO MICROBES

A fresh consignment of Half-size Tins

has now arrived.

Please apply to usual Stores.

(1127)

PACIFIC MAIL S.S. CO.

OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons	MANCHURIA 27000 tons
KOREA 18000 tons	SIBERIA 18000 tons
CHINA 10200 tons	NILE 10000 tons
PERSIA 9000 tons	

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

KOREA		Sailing TUESDAY, 6th Oct., at 1 P.M.
SIBERIA		TUESDAY, 13th Oct., at 1 P.M.
CHINA (via Manila)		TUESDAY, 27th Oct., at Noon
MANCHURIA		TUESDAY, 3rd Nov., at 1 P.M.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Storoni, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip. The Safety and Comfort of Passengers is Our First Consideration.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,
KING'S BUILDINGS.

TEL. No. 141.

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Printed and Published by BERNARD A. HALL for the Concerned at 104, Des Vœux Road Central, Victoria, Hongkong: London Office, 131, Fleet Street, E.C.